

FUNDING SOURCES

This appendix presents detailed information for several potential funding sources for Bicycle Master Plans.

Federal Sources

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users

- **Sponsoring Agency/Entity.** U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA).
- **Type of Funding and Requirements.** Through the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA—LU), there are a variety of grant and loan programs available to cities, counties, state transportation departments, MPOs, and nonprofit organizations and private entities if they are working through a public-private partnership. SAFETEA—LU governs U.S. federal transportation spending for the 2005–2009 period.
- **Current Funding Status.** Through SAFETEA—LU, transportation funding has been appropriated through 2009. SAFETEA—LU expired on September 30, 2009 and as of March 2010, extended SAFETEA-LU through December 2010 and restored the 2010 funding level to the originally-authorized 2009 level. It is anticipated that the next permanent Federal transportation spending package will be similar to SAFETEA-LU and extend for another five-year period.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/safetealu/index.htm>

SAFETEA—LU: Surface Transportation Program

- **Type of Funding and Requirements.** The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.
- **Types of Eligible Improvements.** Eligible improvements include these: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges; capital costs for transit projects; carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways; highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings; highway and transit research and development and technology transfer programs; capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems; surface transportation planning programs; transportation enhancement (TE) activities; TCMs; infrastructure-based intelligent transportation systems capital improvements; environmental restoration and pollution abatement; control of noxious weeds and aquatic noxious weeds and establishment of native species.



- **Process (e.g., administering agency, pass throughs, etc.).** The U.S. DOT apportions funds to States.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

SAFETEA—LU: TE Program

- **Type of Funding and Requirements.** The TE program is intended to strengthen cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. Funding is derived from a set-aside from each State's STP apportionment.
- **Types of Eligible Improvements.** A TE project must meet one of the twelve designated TE activities and be related to surface transportation. The designated TE activities include: pedestrian and bicycle facilities; pedestrian and bicycle safety education; acquisition of scenic or historic sites; scenic or historic highway programs; landscaping; historic preservation; rehabilitation of historic transportation facilities; rail trails; outdoor advertising; archaeological planning and research; environmental mitigation; and transportation museums.
- **Process (e.g., administering agency, pass throughs, etc.).** The U.S. DOT apportions funds to States. In California, this funding is apportioned to California DOT (Caltrans).
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/environment/te/guidance.htm>

SAFETEA—LU: Safe Routes to School Program

- **Type of Funding and Requirements.** The Safe Routes to School (SRTS) Program provides funds to States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are: to enable and encourage children, including those with disabilities, to walk and bicycle to school to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K–8).
- **Types of Eligible Improvements.** Infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including: sidewalk improvements; traffic calming and speed reduction improvements; pedestrian and bicycle crossing improvements; on-street bicycle facilities; off-street bicycle and pedestrian facilities; secure bicycle parking facilities; and traffic diversion improvements in the vicinity of schools.
- **Process (e.g. administering agency, pass throughs, etc.).** The U.S. DOT apportions funds to States based on their relative share of total enrollment in primary and middle schools, and administered by State departments of transportation.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://safety.fhwa.dot.gov/saferoutes/>



SAFETEA—LU: Recreational Trails Program

- **Type of Funding and Requirements.** The Recreational Trails program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
- **Types of Eligible Improvements.** Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Continued eligibilities include: maintenance and restoration of trails; development and rehabilitation of trailside and trailhead facilities; purchase and lease of trail construction and maintenance equipment; construction of new trails (with some limits on Federal lands); acquisition of easements and fee simple title to property; assessment of trail conditions for accessibility and maintenance; development and dissemination of publications and operation of trail safety and trail environmental protection programs (including non-law enforcement monitoring and patrol programs and trail-related training), not to exceed 5% of the annual apportionment; and State costs for administering the program, not to exceed 7% of the annual apportionment. New eligible activities include: assessment of trail conditions for accessibility and maintenance; and clarification that education funds may be used for publications, monitoring and patrol programs and for trail-related training.
- **Process (e.g. administering agency, pass throughs, etc.).** The U.S. DOT apportions funds to States based on the following formula: 50% of the funding is apportioned equally among eligible States; and 50% of the amount is apportioned among eligible States proportionate to the amount of non-highway recreational fuel used in each State during the preceding year.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/environment/rectrails/legislation.htm>

SAFETEA—LU: Congestion Mitigation and Air Quality Program

- **Type of Funding and Requirements.** The Congestion Mitigation and Air Quality (CMAQ) program provides funding to cities, counties, state transportation agencies, Metropolitan Planning Organizations (MPOs), and nonprofit organizations and private entities if they are working through a public-private partnership. Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. Allocations are then made on the basis of priorities developed in the Regional Transportation Plan (RTP) by the MPO in conjunction with local jurisdictions. Improvement projects must be included in the current or next Regional Transportation Improvement Program (RTIP).
- **Types of Eligible Improvements.** The CMAQ program funds Transportation Control Measures (TCMs) including improved public transit, traffic flow improvements and high-occupancy vehicle lanes, shared-ride services, bicycle/pedestrian facilities, and flexible work schedules.
- **Funding Cycle.** The funding cycle depends on the MPO. Some MPOs use an annual project selection process while others use a multiple-year process.
- **Process (e.g., administering agency, pass throughs, etc.).** Jointly administered by FHWA and the Federal Transit Administration (FTA) through SAFETEA—LU.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/environment/cmaqpgs/>



SAFETEA—LU: Highway Safety Improvement Program

- **Type of Funding and Requirements.** Highway Safety Improvement Program (HSIP) funding is apportioned to States based on lane miles of Federal-aid highways, vehicle miles traveled on lanes of Federal-aid highways, and the number of fatalities on the Federal-aid system. Each State's apportionment is set aside for construction and operational improvements on high-risk rural roads. High-risk rural roads are those that experience an injury crash rate above the statewide average for similar roadways.
- **Types of Eligible Improvements.** Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail that corrects or improves safety for its users. Eligible projects include: roundabouts, traffic control signalization, safety rest areas, pavement markings, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections. Funding for limited operational expenses is also available (e.g., maintenance of signage for the improvement of safety).
- **Process (e.g., administering agency, pass throughs, etc.).** States suballocate funds based on their Strategic Highway Safety Plans (SHSP). *This program is further described in the state funding sources section.*
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

SAFETEA—LU: Transportation, Community and System Preservation Program

- **Type of Funding and Requirements.** The TCSP Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.
- **Types of Eligible Improvements.** Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: improve the efficiency of the transportation system of the United States; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine community development patterns and identify strategies to encourage private sector development.
- **Process (e.g., administering agency, pass throughs, etc.).** State DOTs can administer individual TCSP Program projects as well as FHWA Division Offices. TCSP Program grantees must meet Federal-aid requirements when implementing their grants. It is the responsibility of the administering agency to ensure these requirements are met.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.fhwa.dot.gov/safetealu/factsheets/tcsp.htm>

National Scenic Byways Program Grants

- **Sponsoring Agency/Entity.** U.S. DOT FHWA.
- **Type of Funding and Requirements.** The FHWA has issued the FY 2010 solicitation for proposals under the National Scenic Byways Program. Under this program, the Secretary of Transportation may make grants to States or Indian Tribes to implement projects on roads



designated as National Scenic Byways or All-American Roads, State scenic byways, or Indian tribe scenic byways. The secretary may also make grants to States or Indian Tribes to plan, design, and develop a scenic byways program. The Federal share of the byway project grant is 80 percent.

- **Types of Eligible Improvements.** Eligible projects must be from one of the following eight eligible activities: State or Indian tribe Scenic Byway Programs, Corridor Management Plans, Safety Improvements, Byways Facilities, Access to Recreation, Resource Protection, Interpretive Information, or Marketing. Federal agencies, local units of government, and nonprofit organizations may apply to this program, but they must coordinate their applications with the States DOT.
- **Process (e.g., administering agency, pass throughs, etc.).** FHWA will target its resources toward projects that provide the greatest benefits. FHWA is particularly focusing on projects that place additional emphasis on livability, or with demonstrated benefits for the byway traveler and invites the application of large-scale, high-cost projects that provide strategic benefits to the byway.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.bywaysonline.org/grants/>

Bikes Belong Grants

- **Sponsoring Agency/Entity.** Bikes Belong, a nonprofit organization out of Boulder, Colorado. A key goal of the Bikes Belong grants program is to support bicycling in as many places as possible.
- **Type of Funding and Requirements.** Grants are available to nonprofit organizations with bicycle/trail missions. Public agencies can also apply but are encouraged to partner with a local bicycle/trail advocacy group. Maximum grant application is for \$10,000, and leveraging of other funds is required.
- **Types of Eligible Improvements.** This program has two funding allocations—one for facilities and one for advocacy. Facilities funded include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, and BMX facilities.
- **Funding Cycle.** Upcoming grant applications include August and November of 2010.
- **Process (e.g., administering agency, pass throughs, etc.).** Grant funding is gathered through membership fees from the organization and is administered by the Bikes Belong organization.
- **Current Funding Status.** Funding is available.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.bikesbelong.org/grants>

State Sources

State Safe Routes to School Program (SR2S)

- **Sponsoring Agency/Entity.** Caltrans.



- **Type of Funding and Requirements.** Caltrans provides funding to incorporated cities or counties to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are: to enable and encourage children, including those with disabilities, to walk and bicycle to school to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools (Grades K–8). A local match of 10 percent is required.
- **Types of Eligible Improvements.** Infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including: sidewalk improvements; traffic calming and speed reduction improvements; pedestrian and bicycle crossing improvements; on-street bicycle facilities; off-street bicycle and pedestrian facilities; secure bicycle parking facilities; and traffic diversion improvements in the vicinity of schools.
- **Funding Cycle.** Currently SR2S is funding Cycle 8. In 2007, AB 57 extended the program through December 21, 2012.
- **Process (e.g., administering agency, pass throughs, etc.).** Section 2333.5 of the Streets and Highways Code calls for the Caltrans, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition.
- **Current Funding Status.** The project list for Cycle 8 was released on August 10, 2009. There are \$48.5 million worth of projects selected in Cycle 8.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Local Assistance Program

Caltrans' Local Assistance Program oversees more than \$1 billion annually available to over 600 cities, counties and regional agencies for the purpose of improving their transportation infrastructure or providing transportation services. This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies. The following funding programs fall under the Caltrans LAP.

<http://www.dot.ca.gov/hq/LocalPrograms/lam/lapg.htm>

Bicycle Transportation Account (BTA)

- **Sponsoring Agency/Entity.** Caltrans. The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters.
- **Type of Funding and Requirements.** Reimbursement program. Eligibility carries a prerequisite for a city or county to prepare and adopt a Bicycle Transportation Plan (BTP) compliant with Streets and Highways Code Section 891.2. The BTP must be reviewed and approved by the local MPO for consistency with State code as well as the local RTP, and subsequently reviewed and approved by Caltrans. The adopted BTP gives the city or county



eligibility for 5 fiscal cycles of funding. Applicant agencies must provide at least 10 percent of total project funding.

- **Types of Eligible Improvements.** New bikeways serving major transportation corridors, new bikeways removing travel barriers to potential bicycle commuters, secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings, bicycle-carrying facilities on public transit vehicles, installation of traffic control devices to improve the safety and efficiency of bicycle travel, elimination of hazardous conditions on existing bikeways, planning, and improvement and maintenance of bikeways. Eligible project activities include project planning, preliminary engineering, final design, right of way acquisition, and construction and/or rehabilitation.
- **Funding Cycle.** \$5 million available annually statewide, based on fiscal calendar.
- **Process (e.g., administering agency, pass throughs, etc.).** The Bicycle Facilities Unit (BFU) in the Division of Local Assistance (DLA) administers the BTA. A project solicitation memo is submitted when applications are acceptable, and applications are typically due in December of each year.
- **Current Funding Status.** Applications for 2010/11 BTA funds are due to Caltrans Districts by December 1, 2009.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www2.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Transportation Development Act (TDA): Local Transportation Fund (LTF)

- **Sponsoring Agency/Entity.** Caltrans allocates funding to counties on a per-capita basis, and counties then distribute to local agencies in the county (all cities and the county).
- **Type of Funding and Requirements.** Under Article 3 of the Transportation Development Act (TDA), up to 2 percent of the Local Transportation Fund (LTF) allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from \$0.0025 of the statewide sales tax.
- **Types of Eligible Improvements.** Eligible project activities related to the planning and construction of bicycle and pedestrian facilities include: engineering expenses; right-of-way acquisition; construction and reconstruction; retrofitting existing bicycle and pedestrian facilities, including the installation of signage, to comply with the Americans with Disabilities Act (ADA); route improvements such as signal controls for bicyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage gates; and purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms, and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- **Funding Cycle.** Ongoing.
- **Process (e.g., administering agency, pass throughs, etc.).** Fresno County allocates LTF funding to the City.
- **Current Funding Status.** Funds are available.



- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>

Environmental Enhancement and Mitigation Program (EEM)

- **Sponsoring Agency/Entity.** State Natural Resources Agency.
- **Type of Funding and Requirements.** The Environmental Enhancement and Mitigation Program (EEMP) was established by the Legislature in 1989. It offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.
- **Types of Eligible Improvements.** Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility (CA Constitution, Art.XIX, Sec.1) or construction of a new transportation facility.
- **Funding Cycle.** Ongoing
- **Process (e.g., administering agency, pass throughs, etc).** Any State, local, federal or 501(c)(3) non-profit entity may apply for and receive grants. The agency or entity is not required to be a transportation or highway related organization, but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a project with one designated as the lead agency.
- **Current Funding Status.** The FY 2009-10 funding cycle is over, and the beginning of the FY 2010-11 funding cycle is yet to be determined.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.resources.ca.gov/eem/>

State Transportation Improvement Program (STIP)

STIP funds are derived from a combination of federal and state sources, including taxes and fees. These funds are divided into two programs: the Interregional Transportation Improvement Program (ITIP) (25 percent) and the Regional Transportation Improvement Plan (RTIP) (75 percent).

STIP: Interregional Transportation Improvement Program (ITIP)

- **Sponsoring Agency/Entity.** Caltrans administers this funding, intended for the improvement of interregional movement of people, vehicles, and goods.
- **Type of Funding and Requirements.** Intergovernmental revenues that are programmed. At least 9 percent of the program must be programmed for intercity rail and grade separations. No more than 24 percent for projects in the South urbanized areas or other south area non-interregional road system (IRRS) projects. No more than 16 percent for projects in the North urbanized areas or other North area non-IRRS projects.
- **Types of Eligible Improvements.** State highways, intercity rail, and TEs (including bicycle and pedestrian improvements).



- **Funding Cycle.** The current cycle goes from 2008 through 2015, though the ITIP is updated every two years to include additions, deletions, and adjustments to listed projects.
- **Process (e.g., administering agency, pass throughs, etc.).** Caltrans administers this program. Funds that are programmed for all components of local grant projects or for Caltrans construction costs are available for allocation only until the end of the fiscal year identified in STIP. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.
- **Current Funding Status.** The 2008 ITIP program includes approximately \$316 million for improvements through FY 2015/2016.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.dot.ca.gov/hq/transprog/STIP/stip2008/Files/2008%20ITIP.pdf>

STIP: Regional Transportation Improvement Plan (RTIP)

- **Sponsoring Agency/Entity.** Caltrans administers a portion of STIP funding that is distributed to counties throughout Northern and Southern California, based on county population and the amount of state highway mileage in each county.
- **Type of Funding and Requirements.** Intergovernmental revenues that are programmed.
- **Types of Eligible Improvements.** State highways, intercity rail, and TEs (including bicycle and pedestrian improvements).
- **Funding Cycle.** The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by CTC adoption of the fund estimate in August (odd years). The RTIP is prepared every two years to program the county share of the STIP funds.
- **Process (e.g., administering agency, pass throughs, etc.).** The Council of Fresno County Governments (Fresno COG) is the Regional Transportation Planning Agency (RTPA) for Fresno County, and as the RTPA, is required by State law to prepare a RTIP.
- **Current Funding Status.** The final 2010 RTIP document has been sent to the CTC for adoption by the MCAG.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>

Proposition 1B - Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

- **Sponsoring Agency/Entity.** While the State Treasurer's office will be responsible for the sale of bonds, the appropriation of monies will be made through various programs administered by different agencies, including Caltrans, the Department of Finance, the California Transportation Commission (CTC), and the State Controllers Office (monies then allocated to regional and local entities).
- **Types of Eligible Improvements.** High-priority transportation corridor improvements, State Route 99 corridor enhancements, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade



separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

- **Funding Cycle.** The Act, approving nearly \$20 billion in state general obligation (GO) bonds, was approved in 2006. \$6.5 billion in bonds were issued in March, 2009 to fund 98 projects approved awarded in December, 2008. The next bond sale is currently scheduled for April/May of 2010, to complete funding for the approved 98 projects and possibly provide monies for DOF-administered funds for local streets and roads in various counties.
- **Process (e.g., administering agency, pass throughs, etc.).** The appropriation of monies will be made through various programs administered by different agencies, including these:
 - Caltrans (Highway Railroad Crossing Safety Account, Traffic Light Synchronization Program).
 - DOT (State Route 99 Corridor).
 - The Department of Finance (Local Street and Road, Congestion Relief, and Traffic Safety Account).
 - The CTC (Corridor Mobility Account, Trade Corridor Improvement Fund, STIP Augmentation Fund, Intercity Rail Improvement via Caltrans, Highway Bridge Replacement and Repair, State-Local Partnership Program Account).
 - The State Controllers Office (monies for Public Transportation Modernization Improvement, and Service Enhancement Account then allocated to regional and local entities).
- **Current Funding Status.** As of the end of 2009, approximately \$13.3 billion was committed to various programs, and the remaining \$6.6 billion was not yet committed.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.dot.ca.gov/hq/transprog/ibond.htm>, www.bondaccountability.dot.ca.gov,
http://www.lao.ca.gov/ballot/2006/1B_11_2006.htm

Proposition 1C—Housing and Emergency Shelter Trust Fund Act of 2006

- **Sponsoring Agency/Entity.** State Housing and Community Development (HCD).

Proposition 1C: Infill Infrastructure Grant Program

- **Type of Funding and Requirements.** Grants for construction and infrastructure that support higher density affordable housing and mixed-income housing in locations designated as infill. For qualifying infill projects, eligible applicants include nonprofit and for profit developers and as a joint applicant with the developer, a locality, public housing authority, or a redevelopment agency. For qualifying infill areas, eligible applicants include localities, public housing authorities, redevelopment agencies, and BIDs as joint applicants with any of the other allowed Area applicants.

Applications are competitive and are subject to criteria including project readiness, housing affordability, housing density, proximity and access to transit, parks, employment centers, and consistency with a regional blueprint or similar growth program. Projects must be located in an



urbanized area, a jurisdiction with a compliant housing element, and meet other housing-related requirements.

- **Types of Eligible Improvements.** New construction, rehabilitation, and acquisition of infrastructure. Transportation-related information includes streets, roads, parking structures, transit linkages and shelters, traffic mitigation features, sidewalks, streetscape improvements, facilities that support pedestrian or bicycle transit.
- **Funding Cycle.** Ongoing.
- **Process (e.g., administering agency, pass throughs, etc.).** HCD administers this program, and has developed a complete application process, available on their Web site.
- **Current Funding Status.** Last NOFA was January 20, 2009. \$197 million was made available for the FY 2008–2009. Ten percent of NOFA funds are designated for projects in the Central Valley, including Fresno County.
- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.hcd.ca.gov/fa/iig/>

***California Infrastructure and Economic Development Bank:
Infrastructure State Revolving Loan Fund***

- **Sponsoring Agency/Entity.** California Trade, Technology, and Commerce Agency (CTTC). The California Infrastructure and Economic Development Bank (IEDB) has four programs: the Infrastructure State Revolving Loan Fund (ISFR), the Industrial Development Bond Program, a Revenue Bond program for nonprofit organizations, and a Public Agency Revenue Bond Program.
- **Type of Funding and Requirements.** The ISFR provides low-cost, direct loans to public agencies through a two-tiered, leveraged loan program. Loans can range from \$250,000 to \$10 million. Tier 2 loan applications must meet criteria designed to show the existence of economic distress in the applicant's jurisdiction/ service area.
- **Types of Eligible Improvements.** The ISFR provides funding for infrastructure and public improvements. Transportation-related improvements include city streets, county highways, public transit, public parking facilities, and state highways.
- **Funding Cycle.** The I-Bank Board is authorized to make loan approval decisions at any meeting.
- **Process (e.g., administering agency, pass throughs, etc.).** Governed by a 3-member board of directors in CTTC. Repayment stream from borrowing agency can be through Special Funds (e.g. user fees), tax increment, a General Fund lease, land secured financing mechanisms, and voter-approved General Fund debt. Preliminary applications are accepted on an ongoing basis.
- **Current Funding Status.** Ongoing.
- **Additional Information (e.g., Web site, citations, contact information).** www.ibank.ca.gov

Proposition 84 Urban Greening Grant

- **Sponsoring Agency/Entity.** California Strategic Growth Council (SGC).



- **Type of Funding and Requirements.** Grant funds will be awarded to a city, county, or nonprofit organizations. The urban green projects must meet specific criteria, such as provide multiple benefits; use natural systems, or systems that mimic natural systems, or create, enhance, or expand community green spaces; be consistent with State planning policies pursuant to Section 65041.1 of the Government Code; and reduce, on as permanent a basis that is feasible, greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006.. The projects must also be located in an urban area and must provide public access and/or educational features where feasible. Up to \$2 million will be targeted for projects within or serving disadvantage communities.
- **Types of Eligible Improvements.** Urban greening projects that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits. As a stand-alone project, projects that add or modify bike lanes are not eligible. If converting a bike lane to a permeable surface as part of a larger greening effort, it may be considered.
- **Funding Cycle.** SGC anticipates three funding cycles. Up to \$5.8 million funding is available each fiscal year, beginning fiscal year 2010–11.
- **Process.** Applicants need to submit a complete grant application to the State by the deadline. The application will be reviewed for completeness and eligibility. Eligible applicants are then evaluated by the Urban Green Grant Committee using the evaluation selection criteria. The committee recommends projects for funding to the SGC. SGC determines final project awards.
- **Current Funding Status.** The appropriation of funds is currently pending and there is no specific timeframe. In the past, the timeline for bond funds has been 3 years to encumber the funds and an additional 2 years to fully expend.
- **Additional Information (e.g., Web site, citations, contact information).** <http://sgc.ca.gov/>

Regional/Local Sources

A variety of regional/local sources may be available for funding bikeway and pedestrian facilities. However, some funding sources are often dependent on political support.

Measure C Sales Tax

- **Sponsoring Agency/Entity.** Council of Fresno County Governments (Fresno COG).
- **Type of Funding and Requirements.** Approved by voters of Fresno County in 1986 and re-authorized in 2006, Measure C is a ½-cent local sales tax dedicated to funding transportation improvements through 2027.
- **Types of Eligible Improvements.** Measure C sales tax revenues are allocated to fund roadway widening (including on-street bicycle lands), bicycle lanes and paths, and pedestrian facilities.
- **Funding Cycle.** Ongoing though 2027, unless re-authorized by Fresno County voters.
- **Process (e.g., administering agency, pass throughs, etc.).** The Fresno COG distributes revenues directly to local jurisdictions for funding improvements in their local transportation program.



- **Additional Information (e.g., Web site, citations, contact information).**
<http://www.measurec.com/>

Development Impact Fees

- **Sponsoring Agency/Entity.** City of Fresno.
- **Type of Funding and Requirements.** Development Impact Fees (DIFs) are a form of exaction imposed by local government on new development. DIFs are established in order to require new development to pay its proportionate share of infrastructure and public facilities cost. To ensure that new roadway construction projects provide the proposed bikeway facilities where needed, roadway design standards need to include minimum cross-sections that have sufficient pavement for on-street bikeways. Further, the review process for new development should include input pertaining to consistency with the proposed bicycle system.
- **Types of Eligible Improvements.** DIFs must be set based on an established relationship (aka nexus) between the impact of new development on public infrastructure and the cost of providing that infrastructure. DIFs are also referred to as AB1600 fees, a reference to the legislation which established the initial standards for calculating and imposing the DIFs on new development. There are several different DIFs which may be used for bikeway development. Traffic mitigation fees are typically tied to trip generation rates and traffic impacts produced by the proposed development, and are often used to install Class II bike lanes during road widening projects but are not used for Class I facilities. Bike trail development fees are often used in new specific plan areas as a way to finance construction of Class I trails.
- **Funding Cycle.** Ongoing.
- **Process (e.g., administering agency, pass throughs, etc.).** The City of Fresno established a citywide Major Street Impact Fee in 2007. However, this fee specifically excludes construction of bikeway facilities. Future updates to this fee may include bikeway facilities.

Assessment District

- **Sponsoring Agency/Entity.** City of Fresno.
- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** Creation of a special assessment district defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.
- **Types of Eligible Improvements.** Public improvements such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks.
- **Process (e.g., administering agency, pass throughs, etc.).** There are a variety of assessment district acts available to finance Public Facilities. The most frequently used assessment district is the Improvement Bond Act of 1915. This act also provides a vehicle for issuing assessment bonds for assessments authorized under the 1911 and 1913 Benefit Assessment Acts.

Tax Increment Revenue

- **Sponsoring Agency/Entity.** Fresno Redevelopment Agency.

- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** Tax increment revenue is the additional property tax generated from increases in assessed value of the property from the time a Redevelopment Project Area is established until the Agency's ability to receive tax increment ceases at the termination of the redevelopment project area.
- **Types of Eligible Improvements.** Low- and moderate-income housing, housing, developer project assistance, and qualifying public improvements.

General Obligation Bonds

- **Sponsoring Agency/Entity.** A state, city, or county can issue General Obligation (GO) bonds.
- **Type of Funding and Requirements).** GO bonds are a form of long-term borrowing in which a state, county, or city can issue municipal securities to fund municipal improvements.
- **Types of Eligible Improvements.** Streetwork and bridges; municipal buildings; schools; fire apparatus; parks; land for parks, fire, library, and schools; and other improvements, property, or structures for public use.
- **Funding Cycle.** At the municipal level, dedicated property tax revenues would serve to repay the bonds over 20 to 50 years.
- **Process (e.g., administering agency, pass throughs, etc.).** A two-thirds vote of the public must approve GO bonds and corresponding additional property tax.

Certificate of Participation

- **Sponsoring Agency/Entity.** City of Fresno.
- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** A municipality may enter into a lease agreement for a public facility where the lease payments for the facility would be used to make principal and interest payments on certificates of participation (COPs).
- **Types of Eligible Improvements.** Public facilities such as streets, parks, water, sewer, drainage, schools, etc.
- **Process (e.g., administering agency, pass throughs, etc.).** The district leases the property from the financing entity. Annual lease payments eventually buy back the leased property.

Revenue Bonds

- **Sponsoring Agency/Entity.** Cities, counties, and some special districts can issue revenue bonds.
- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** The bonds are repaid solely from the revenues generated by the financed facility.
- **Types of Eligible Improvements.** Revenue bonds can be issued to finance facilities for revenue-producing enterprises, such as water and sewer improvements, golf courses, parking enterprises, or harbors.

Community Development Block Grant

- **Sponsoring Agency/Entity.** U.S. Department of Housing and Urban Development (HUD).
- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** A grant program administered by the federal government.
- **Types of Eligible Improvements.** Not less than 70 percent of Community Development Block Grant (CDBG) funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.
- **Process (e.g., administering agency, pass throughs, etc.).** The City of Fresno is an entitlement jurisdiction and receives annual awards from HUD.

Parcel Taxes and Special Taxes

- **Sponsoring Agency/Entity.** City of Fresno.
- **Type of Funding (grant, loan) and Requirements (repayment or eligibility).** Fixed amount per dwelling unit.
- **Types of Eligible Improvements.** Used for capital improvement, leases, or ongoing programs.
- **Funding Cycle.** Generally a fixed number of years.
- **Process (e.g., administering agency, pass throughs, etc.).** Needs two-third majority for approval. Commonly enacted through the Mello-Roos Community Facilities Act for the types of improvements envisioned in this Master Plan.

Other Sources

Local sales taxes, developer or public agency land dedications, private donations, and fund-raising events and in some instances volunteer labor are other local options to generate funding for bikeway projects. Creation of these potential sources usually requires substantial local support.



**TABLE H-1:
FUNDING SUMMARY**

Item	Acronym	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Eligible Activities		Comments
							Capital	O&M	
Federal Funding									
Surface Transportation Program	STP	Varies by RTPA	RTPAs, Caltrans	\$320 million	20% local match	Cities, counties, transit op., Caltrans, MPOs	X		STP funds may be exchanged for local funds for non-Federally certified local agencies; no match may be required if project improves safety.
Transportation Enhancement Activities	TE	Varies by RTPA	RTPAs, Caltrans	\$60 million	11.47% non-Federal match	Federally-certified jurisdictions	X		Funds are dispersed through the shares listed below.
TE: Regional Share		Varies by RTPA	RTPAs, Caltrans	\$45 million	Varies	Federal, State, or local depending on category	X		Funding share to RTPAs.
TE: Caltrans Share		Varies by RTPA	Caltrans	\$6.6 million	Varies	Caltrans	X		Funding share to Caltrans. Available only if regional TE funds are not used.
TE: Statewide Transportation Enhancement Share		Varies by RTPA	Caltrans, State Res. Agency	\$20-30 million	Varies	Federal, State (except Caltrans), regional and local (with State partner)	X		Funding share for all 12 TE categories except conservation lands.
TE: Conservation Lands Share		Varies by RTPA	Caltrans, State Res. Agency	\$11 million	Varies	RTPAs, counties, cities and non-profits	X		Funding share for conservations lands category - acquisitions of scenic lands with high habitat conservation value.
Safe Routes to School Program	SRTS	TBD	Caltrans	\$68 million over 5 yrs Statewide	None	RTPAs, counties, cities, school dist., non-profits, Native American Tribes	X		Each State must set aside between 10-30 percent of the funds for non-infrastructure-related activities to encourage walking and bicycling to school (e.g., educational program).



Recreational Trails Program	RTP	Oct. 1	State DPR	\$3 million	20% match	Jurisdiction, special districts, non-profits with land management responsibilities	X	X	For recreational trails to benefit bicyclists, pedestrians, and other users.
Congestion Mitigation and Air Quality Program	CMAQ	Dec. 1	RTPAs, Caltrans	\$400 million	20% match	Federally-certified jurisdictions	X		Counties redesignated to attainment status for ozone may lose this source.
Highway Safety Improvement Program	HSIP	Oct. (est.)	Caltrans	\$50 million	10% match	cities, counties	X	X	There are reporting requirements that accompany approved funding.
Transportation, Community and System Preservation Program	TSCP	Mar. (est.)	Caltrans	\$7 million	Varies	States, tribal, regional, and local governments	X		Activities eligible for TCSP Program funding include activities eligible for Federal highway and transit funding (title 23, U.S.C., or Chapter 53 of title 49, U.S.C.) or other activities determined by the Secretary to be appropriate. However, where possible, grants will be awarded for new and innovative activities that are eligible.
National Scenic Byways Program Grants	NSBP	TBD	Caltrans	\$1 million	20% match	Federal agencies, local units of government, and non-profits	X		
Bikes Belong Grants	-	Aug., Nov. 2010	Bikes Belong (non-profit)	Avg grant amount is \$10,000	Varies	National, State, regional, local agencies, non-profits (with bicycle-specific missions)	X		Municipalities are encouraged to partner with local bicycle advocacy groups when applying for grant funding.
State Funding									
State Safe Routes to School Program	SR2S	July 15	Caltrans	\$24 million	10% minimum	cities, counties	X		Improvements must be located within vicinity of a school and be completed within 4.5 years following receipt of funds.
Bicycle Transportation Account	BTA	Dec. 1	Caltrans	\$16 million	minimum 10% local match on	cities, counties	X	X	To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and



					construction				Highways Code Section 891.2.
Transportation Development Act: Local Transportation Fund	TDA (LTF)	NA	State	\$13.4 million (budgeted in FY 2010-11)	NA	NA	X	X	Percentage of sales tax revenue collected in each county.
Environmental Enhancement and Mitigation Program	EEM	mid-Nov.	State Natural Resources Agency, Caltrans	\$10 million	None	Any State, local, federal or 501(c)(3) non-profit entity	X		Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility.
State Transportation Improvement Program: Interregional Transportation Improvement Program	STIP (ITIP)	NA	Caltrans	\$11.2 million (for Fresno Co. FY 2008-13)	None	Local agencies	X		The 2008 STIP (developed biennially) covers a five year programming period (2008-13); ITIP represents 25% of total STIP funding.
State Transportation Improvement Program: Regional Transportation Improvement Plan	STIP (RTIP)	NA	Caltrans	\$33.6 million (for Fresno Co. FY 2008-13)	None	Local agencies	X		The 2008 STIP (developed biennially) covers a five year programming period (2008-13); RTIP represents 75% of total STIP funding.
Proposition 1B - Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Prop 1B	NA	Caltrans, DOF, CTC, Controllers Office	TBD (\$6.8 billion remaining Statewide)	None	NA	X	X	Of the \$6.8 billion remaining, a portion would be available to fund bicycle improvements. In FY 2007-08, the City of Fresno received \$7.7 million in Prop 1B funding.
Proposition 1C - Housing and Emergency Shelter Trust Fund Act of 2006	Prop 1C	See Prop 1C program details below							
Prop 1C: Infill Infrastructure Grant Program	IIG	Apr. 1	HCD	\$1-\$30 million per grant	None	Municipalities, public housing authorities, redevelopment agencies, and BIDs as joint applicants	X		Project/area must meet requirements for a Qualifying Infill Project/Qualifying Infill Area; funding is available for facilities that support pedestrian or bicycle transit.
California Infrastructure and Economic Development Bank: Infrastructure State Revolving Loan Fund	CIEDB	Ongoing	State Trade, Tech., and Commerce Agency	Loans range from \$250,000 to \$10 million	None	Cities, counties	X	X	
Proposition 84 Urban Greening Grant	Prop 84	Apr. 30	California Strategic	\$15.2 million (in FY	None, but local match is	Cities, counties, non-	X		Bicycle trail improvements are only eligible if they are constructed or converted to a permeable



			Growth Council	2010-11)	encouraged	profits			surface, as part of a larger greening effort.
Regional/Local Funding									
Measure C 1/2-Cent Sales Tax	-	NA	Fresno COG	\$14.2 million (proposed FY 2010-11 total)	NA	NA	X	X	Of the total FY 2010-11 revenue proposed, approximately \$6.8 million is available to fund the Local Transportation Program (which includes bicycle facilities).
Community Development Block Grant	CDBG	NA	HUD	\$8.6 million (proposed FY 2010-11 total)	NA	NA	X		Of the total FY 2010-11 revenue proposed, approximately \$1.1 million is available to fund the implementation of the Community Streets Improvement Program.

